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December 12, 1984

STAT
Chairman CIA Traffic Advisory Committee
New Building Project Office, 4E50
Washington, DC 20505

STAT Dear

STAT Congratulations--at least we hope the move is salutary--on your assumption of position. We are looking forward to working with you to ensure that the fine progress made to date in resolving the communities' concerns is maintained and that the agreement in principle reached/endorsed at the last Advisory Committee meeting on November 27th is fully implemented.

Enclosed is a formalized copy of the draft letter submitted by the Ad Hoc Committee and discussed at the meeting. It is our understanding based on the discussion, including the McLean Citizens Association input, that agreement in principle was reached to the effect that (unless the environmental assessment currently being conducted by VDH&T provides substantive rationale for reconsideration the agency will:

- o Support and cause adoption of Alternative 2 without the roadway being graded or otherwise prepared to be a six lane highway.
- o Move the primary visitors entrance to the agency to the GW Parkway.
- o Support and provide funding for the addition of a fifth lane to the inner loop of the Beltway to facilitate traffic movement onto the GW Parkway southbound.
- o Continue support for near term implementation of agreed safety improvement at the Langley Fork intersection with Rt. 193.
- o Ensure completion of the ramp and related improvements at the GW Parkway entrance to and exit from the agency.

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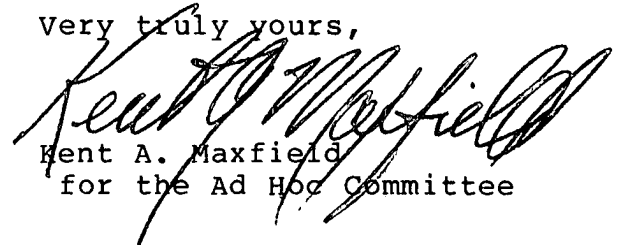
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- o Cause re-alignment of the Rt. 193 spur adjacent to Evermay, Section 7 such that an adequate berm can be provided for aesthetic and noise abatement purposes between Rt. 193 and Evermay Section 7.
- o Ensure that the grade between the eastbound and westbound lanes of Rt. 123 at Potomac School Road is equalized to eliminate the slope of Rt. 123 at Potomac School Road which, in bad weather, is hazardous to school buses and others.
- 2. o Ensure that consideration is given in the detailed design process to providing a signal at the double right turn exit from the agency onto Rt. 123, that signal to be synchronized with the signal at the main exit.
- o Ensure that the existing Rt. 123 eastbound pavement bordering Evermay and Clearview Manor is removed, that a berm and/or other aesthetic and noise control items (e.g., landscaping) be provided.
- o Cause four foot wide trails to be provided: a) in the area bordering Evermay and Clearview Manor parallel to the new eastbound roadway, and b) as a connection between the sidewalk on the south side of Rt. 123 and the trail which is to be built on the North side of Rt. 193.
- 2. o Ensure that an "artists conception" of the road improvements, with berms, landscaping, signs, etc. are available prior to the next Advisory committee meeting preceding the public meeting to be held in February.

Although inclusion of a "trip" signal at the intersection of Saville/Merchant Lane and Rt. 123 was not agreed to, we urge your support for such a signal as (warrant or no warrant) the intersection is dangerous.

Again, we look forward to working with you as the improvements are made and, more immediately, to our next meeting when the environmental assessment has been completed.


Very truly yours,


Kent A. Maxfield
for the Ad Hoc Committee

KAM:bkc

November 27, 1984

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Chairman, Traffic Advisory Committee
Central Intelligence Agency
Washington, D.C.

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Dear 

We appreciate your efforts thus far in ameliorating the potentially adverse impacts of the agency's expansion upon the surrounding neighborhoods. The decisions to move the primary visitor's entrance to the agency to the G.W. Parkway, to promote design improvements to the G.W. Parkway exit from the compound, to support addition of a fifth lane to the inner loop of the Beltway to facilitate traffic movement onto the G.W. Parkway Southbound, and to support safety improvements to the Langley Fork area of Route 193, are greatly appreciated.

Furthermore, we concur with your support of an improved four-lane route 123. However, should any option be approved in a six-lane format, the neighboring residents would vehemently oppose such a plan. Included among the reasons for our opposition are:

- (1) It is our opinion that CIA money should not be used (and the Congress did not appropriate money) for the grading of six lanes. Such an expenditure is unnecessary if the CIA traffic management plan and the other improvements are implemented.
- (2) Until there is an outlet at the 123/G.W. Parkway intersection for the additional traffic that an improved six-lane road would attract, there is no requirement for increased capacity through this already burdened area.
- (3) The potential environmental repercussion of the noise and air pollution associated with six lanes of traffic are unsatisfactory in both design plans. The development of an urban traffic interchange at our doorsteps is unnecessary and unacceptable.

It is the clear consensus of the surrounding communities that alternative #2 which provides for an at grade solution is preferable to alternative #4. We, therefore, support alternative #2 with the following changes:

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- a) Rt. 123 be graded and paved as a four lane road only.
- b) A berm be erected on the east end of Evermay Section 7 such that the Rt 193 spur is re-aligned approximately 60-80 feet east of its present location to facilitate traffic proceeding from Potomac School Rd. to Rt. 193 northbound.
- c) The number of lanes on Rt 193 at the intersection of Rt 193 and Potomac School Rd. be limited to three - one northbound and two southbound.
- d) A "trip" (or appropriate other) signal be installed at the intersection of Saville Lane/Merchant Lane and Rt. 123.
- e) More definitive descriptions of signing and landscaping be provided prior to the conduct of a public informational meeting.

We appreciate the agency's continued interest and, of course, are available should any of the above require further amplification or clarification.

Very truly yours,

The Ad Hoc Committee
on Off-Site CIA
Traffic Improvement

Lee Van Buren
for: The Clearview Manor
Citizens Association

Kent Mayfield
for: The Evermay Community
Association

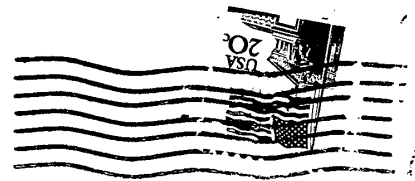
Dorothy B. McCormick
for: The Country Day School

Anda Gelman
for: The Langley Oaks
Homeowners Association

Patricia Melton Black
for: The Downscrest Citizens
Association

cc: Sen. J. Warner
Hon. F. Wolf
Supv. N. Falck
Members of CIA Traffic Advisory Committee

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